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MXGP GALLERY | BILLY MAC | DBR500F | TONY CAIROLI | BURNICLE'S BEAT



## FEATURES

### 032: THOMAS RAMETTE

WE CATCH UP WITH THE ARENACROSS SERIES LEADER TO FIND OUT WHO HE IS AND HOW HE HOOKED UP WITH GEOFF WALKER

### 042: PAUL BOLTON

PLUCKY PRIVATEER PAUL BOLTON HAS PICKED UP A CRACKING DEAL FOR 2015 BUT CAN HE MAKE THE NEXT STEP TO STARDOM?

### 050: ZACH OSBORNE

THE FORMER BRITISH CHAMP HAS FOUND A HOME AT HUSQVARNA

### 062: ARENACROSS

WE SCRUTINISE THE CURRENT AXUK TOP 10 AND MAKE A PREDICTION AS TO HOW THEIR YEAR WILL END...

### 072: MXGP GALLERY

A LOOK BEHIND THE SCENES AT THE MOTOCROSS WORLD CHAMPIONSHIP THROUGH THE LENS OF SARAH GUTIERREZ

### 095: WASP

THE GREAT BRITISH BRAND THAT WAS THE LEADING FORCE IN THE 1970S SIDECARCROSS SCENE

### 102: TONY CAIROLI

A CLOSE LOOK AT THE RACING CAREER OF THE BOY WHO GREW INTO A LIVING LEGEND

### 110: TREY CANARD

WHY YOU JUST CAN'T KEEP THIS GOOD MAN DOWN

### 120: JAMIE SQUIBB

ROAD TRIPS AND BACKFLIPS WITH DEVON'S SECOND GREATEST EXPORT (AFTER CUSTARD) — JAMIE SQUIBB

## REGULARS

### 024: NEWS

A CRACKING COLLECTION OF OFF-ROAD NEWS AND GOSSIP PLUS THE RETURN OF BILLY MACKENZIE

### 028: STUFF

AN AWESOME ARRAY OF OFF-ROAD BITS N' BOBS

### 084: BURNICLE'S BEAT

TINY ERIC GEBOERS WINS BIG AT GLEN HELEN

### 088: DR DIRT

SET YOUR SAG LIKE A BOSS

### 090: DBR TESTED

A PAIR OF TWO-STROKE TMS GET RIDDEN AND RATED

### 094: DBR500F

SPARKS FLY AS THE CHASSIS GETS WELDED

### 131: RAGE

THE UK'S BEST READ FOR YOUTH RACERS



# CONTENTS





## ON THE COVER:

RYAN DUNGEY ROCKS THE AMA SX RED PLATE  
© GARTH MILAN/RED BULL CONTENT POOL

## CONTENTS:


ARENACROSS HERO ADAM CHATFIELD  
© SUTTY



# LIVING THE DREAM







WITH SOME SERIOUS SUPPORT BEHIND HIM 2015 IS GONNA BE A BIG YEAR FOR FUN LOVING PRIVATEER PAUL BOLTON...

Words and photos by **Future7Media**

**A**fter years of knocking on the door in the hope of securing a factory ride, extreme enduro ace Paul Bolton has secured the next best thing for 2015. Locked and loaded for a big year of racing, he's finally has the level of support behind him to rival the factory boys. 2015 is going to be a big year for the Bolts...

Securing some serious support thanks to collaboration between the German OTT Group and Eurotek KTM, Paul's fighting hard in the SuperEnduro World Championship while also

hoping to shake things up in the extreme scene.

Parking up his trusty road sweeper for winter, the privateer has jumped in the deep end of the SuperEnduro series. Sitting eighth in points after three of the six rounds, the KTM rider is edging ever closer to that coveted goal of a top five result.

Catching up with Bolts after the third round of the series in Finland, it was time for DBR to evaluate his progress but more importantly shoot the breeze on all things extreme enduro...

>>





# WHITE NOISE

NEW BIKE, NEW FAMILY BUT ZACH OSBORNE IS STILL ATTACKING

Words by **Adam Wheeler** Photos by **Ray Archer**

In a matter of weeks one of the most decorated American motocrossers of the modern era will enter the Grand Prix arena. We thought it might be timely to catch up with the last U.S. export to make an impact in MXGP

and ask why Geico didn't work, whether Husky will let him ride more bikes, what he thinks Ryan Villopovwoto will do in MXGP and if fatherhood has had much of an impact on the throttle hand...









# **MXGP** **PHOTOFILES**

LET'S TAKE ONE LAST LOOK AT THE 2014  
FIM MOTOCROSS WORLD CHAMPIONSHIP

THROUGH THE LENS OF AWARD-WINNING  
PHOTOGRAPHER SARAH GUTIERREZ...

Photos by Sarah Gutierrez





Honda's Timi Gajser made several trips to the podium in 2014 but never made it on to the top step despite winning motos in both Brazil and Mexico. Armed with factory firepower for 2015 many are tipping the Slovenian to be Jeffrey Herlings' biggest competition in the MX2 series



Tony Cairoli and girlfriend Jill Cox celebrate Tony taking his eighth world title!



# Weld-aid!

Captain Seagull Sh\*t phones a friend for a little help with welding...

Words and photos by Rob Bayman



We may not be rolling out a running bike yet but the vision is becoming a reality and those little tack welds can now be fused together as the checks to avoid collision all come about.

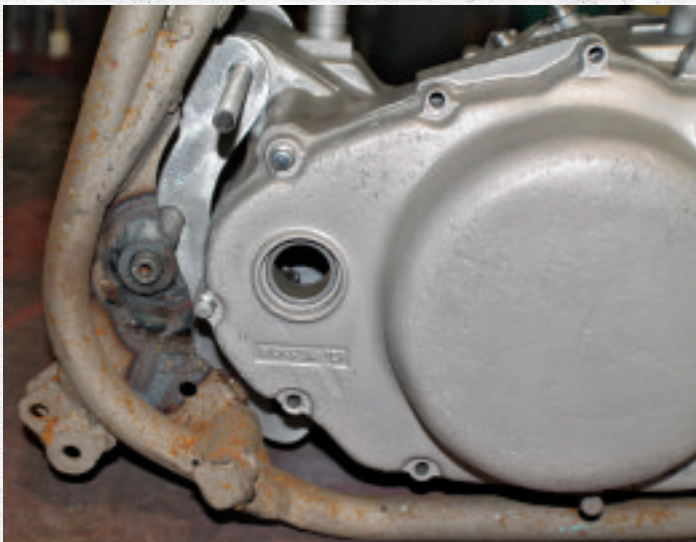
The big worry about exhaust clearance by the frame haunted us as Jem only had the casings to progress the chassis cradle and guessing at the engine clearance requirements for the top was not the smartest idea we've ever had. But, bugger me, the reality of the empty cases with the top-end balanced on top confirmed our calculations had been accurate.

The exhaust pipe will clear the frame – just – and the engine mounts all fell into perfect alignment. A bit of minimal tweaking to the swingarm meant the cradle could be completed.

Never one to just stand back, I was keen to demonstrate my skills to Jem who doesn't share my ability to burn big holes in good metal with a welder. Perhaps my coastal location and familiarity with seagull sh\*t has given me creative licence to emulate that freshly splattered look through the medium of welding?

The whole welding thing is pretty specialised and a little more scientific than merely fusing metal using intense heat. A combination of methods are used in different areas. While MIG is fast, strong and good for the frame areas





where metal of a similar thickness needs to be fused, the beautiful neat welds in delicate areas are generally TIG welded – a slower, more skilled process.

The aluminium swingarm shock mounts and steel subframe will be TIG welded, as have the engine mounts.

The exhaust is still a long way off but, again, my line of questioning to the worshipful master of all things exhaust – his royal grumpiness Alan Green – was greeted with enthusiasm and interest. Or maybe my tactful ‘you’re doing the pipe Greenie’ has at least paved the way to his workshop door. Like myself, Jem has known Greenie for decades and the mutual respect between the two was clearly evident, proving the value of involving a hand-picked collection of maverick craftsmen.

We have decided to slice behind the rear suspension frame mounts and craft our own subframe to encompass an airbox. We still like the idea of the ‘04 era KTM tail-end to secure the rear fender and number panels in a single unit without the need for satellite brackets

to hold so many plastic parts in position in addition to a tail-can from a 450 KTM. Prior to my injury, Apico had sent a Leo Vince slide-on tail-pipe to evaluate for my own KTM – it would be a smart move to use that on the DBR500F as it comes with countless inserts and flame arrestors in addition to looking like an awesome bit of kit.

Collectively, all these thoughts revolving in my mind are coming together along with the colour scheme, the assumed visual brilliance and the geometry. I do not envisage a bike looking like the one Bengt Aberg raced with its Yamaha TY tank, upright suspension and bits borrowed from other makes – although this is definitely a mongrel fusion of Husqvarna, Yamaha, KTM and Suzuki with a consideration for a Honda tank.

Our first attempt to mount the forks was reasonable. The Husky bearing cups were not matching up with the Suzuki headstock bearings but minimal machining to the frame will open opportunities. A spurious bearing supplier will be the key – a bearing with a

50.28mm OD and a stem of 28mm is not the biggest challenge we have faced, yet the issue is likely one requiring some machine work.

The easy answer is to turn the steering stem down a little to a diameter where a readily available standard bearing with the same slightly smaller inside diameter can simply slip down the stem. But the threaded section of the stem is full diameter making it inaccessible from the top and the same would happen at the base if we pressed the stem from the bottom clamp to machine it.

A pickle for certain, although the answer will likely be to buy four bearings with the same angle where the inner race can hopefully slide a little deeper into the outer shell and gain the couple of mm we need on the overall length and solve two problems in one.

The Christmas shutdown period delayed comments from those knowledgeable in such areas and machining of some sort may be necessary if we wish to continue with the original Husky headstock and Suzuki triple clamp. A minor issue in the making but not enough to prevent us from cobbling it all together to explore tyre to frame clearances.

We slapped in a 21in front wheel which had a huge impact on the visual experience as the chassis with the motor and front end in position suddenly transformed the bike from a pile of rusty bits into a potentially rolling chassis.

As already seen, the engine mounting plates are made and we are liking the idea of posh fixings to mount the motor - three identical front mounts, two identical rear and a single odd mount under the frame will secure the motor with a single swan neck head-steady at the top.

Now for the engine rebuild – but that’s another story...





# LIFE STORY



WE CATCH UP WITH EIGHT-TIME  
MX WORLD CHAMPION TONY CAIROLI TO FIND  
OUT A LITTLE BIT MORE ABOUT THE BOY WHO  
GREW INTO A LEGEND...

Words by **Lorenzo Resta** Photos by **Sarah Gutierrez**









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# RESOLVE

Why Trey Canard  
just keeps coming  
back for more...

Words by Adam Wheeler Photos by Ray Archer







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